



# NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

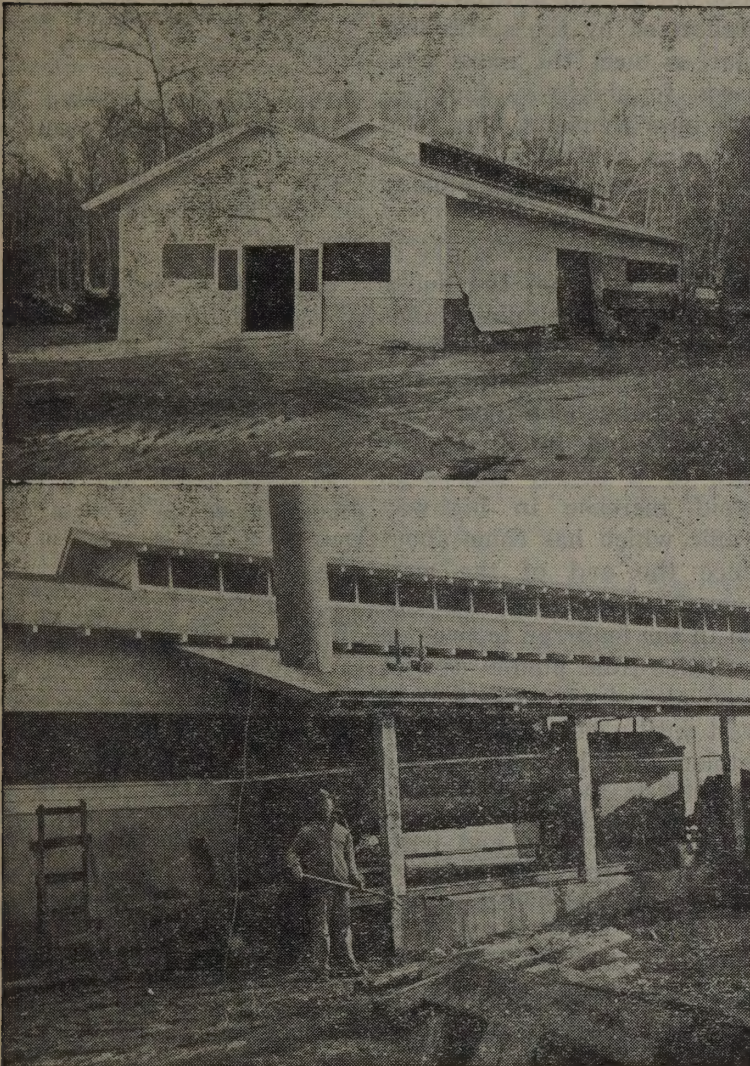
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Friday, February 27, 1948

## CANNERY AT CRESWELL



Completed in 1947, the cannery at Creswell (above), is in the last stages of preparing for the 1948 fish-roe canning season. Operated by prison labor, the cannery is outfitted with modern equipment and machinery. In addition to fish roe, the installation last year processed a substantial amount of fruits and vegetables. (Photos by W. K. Mingis, Prison Bureau of Identification.)

## Weather In January Assigned Blame For Increased Accidents

Raleigh.—Reflecting the severity of the recent winter weather and the hazards of performing emergency work on icy roads, the January total of accidents involving highway personnel reached 123, according to a report for the month issued by Safety Director James P. Dodge.

Of the total number of mishaps, 53 were equipment accidents, Dodge reported. The January fre-

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## PRICE TRENDS AND SUPPLY

BY R. G. KING  
Purchasing Department

A real downturn in prices is not to come for some time. While some commodities are off, some others are climbing to higher peaks; although, what has happened to some prices could happen to others.

Farm commodities are showing the first price break. They climbed higher; now, they have the farthest to fall. Other commodities

(Continued on page three)

## Federal-Aid Urban Projects To Be Given Heavy Emphasis During Next Few Months

### Mileage Inventory Shows Road Gains Made During 1947

Raleigh.—According to the latest available figures, during 1947 the State Highway and Public Works Commission added a total of 736.8 miles to the network of North Carolina roads, and ended the year with 1,433.2 more miles of hard surfaced roads than it had in the beginning.

Completed on January 29 by the Division of Statistics and Planning, the 1947 mileage inventory is termed "preliminary and approximate." Figures in this preliminary inventory, however, represent a minimum and not a maximum, since the survey does not include any mileage on projects which had not been entirely completed by December 31, 1947.

Because of the expansion of city limits over State highway routes in a few instances, the State Highway System shows a decrease in mileage of 13.3. Hard surfacing, however, was extended over 147 miles of the State Highway system. The Municipal State Highway System shows an increase of 24.7 miles for the year, all of which was hard surfaced.

A total of 695.3 miles was added to the Rural County Road System, and a total of 1,204.6 miles of hard surfacing was applied to both old and new roadway. During 1947, the Municipal County Road system gained 30.1 miles of new construction and 56.9 miles of hard surfacing.

### Plain Highway Maps Available For Public; Colored Type Ordered

Raleigh. — Though temporarily exhausted during the last months of 1947, the supply of North Carolina highway maps has been replenished in a black-and-white edition, and is soon to be followed by a tourist edition with illustrations in color.

Final delivery of the black-and-white maps—25,000 of them—was made February 17, according to Senior Office Engineer W. W.

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Raleigh.—Top priority for North Carolina highway work from now until July will go to Federal-aid urban jobs in an attempt to utilize all available Federal funds, Chairman A. H. Graham told the members of the State Highway and Public Works Commission at their meeting on February 26.

Of the total amount of this type of funds now available to the State — \$1,429,000 — approximately \$300,000 is involved in work already placed under contract. Originally scheduled to expire in July, 1947, the Federal provision setting up the funds for urban work last year was extended by Congress to last another 12 months. North Carolina projects entitled to draw upon this money include such jobs as the Charlotte cross-town boulevard and the West Asheville Bridge.

Following rulings of the Court in Graham on February 7 and 21, and the rulings of the court in Asheville on February 13, the members of the Commission took action to approve the awarding of contracts for projects in Alamance and Haywood-Buncombe counties. Upon motion of Second Division Commissioner John G. Clark of Greenville, action taken against W. H. Anderson of Asheville at the December Commission meeting was rescinded, and the Haywood-Buncombe project was approved for award to the Asheville Contracting Company.

Chief Engineer W. Vance Baise, making his report on county roads, revealed that additional 49.95 miles of roadway had been requested for the county system, and recommended the addition of 28.75 miles of this amount. His report was unanimously approved by the Commission members. Baise also reviewed bids received at the February 24 letting, and received preliminary approval to award contracts to the low bidders.

Both Chairman A. H. Graham and Chief Engineer W. Vance Baise pointed out to the Commission members that bids received at the last letting were somewhat higher than those received at other recent lettings.

Reporting on the effects of the recent snows, Chairman Graham

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## NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

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### LOAD LIMITS

Hard upon the heels of a similar announcement by the Virginia Highway Commission, North Carolina highway officials have had to announce the imposition of load limits upon a number of roads which were severely damaged during the recent bad weather.

In this State the snow, sleet and ice was not quite so heavy as that in the more northerly state of Virginia, but it had almost equally bad effects on a large number of roads. According to Chief Engineer W. Vance Baise, the total damage to roads was so serious and so widespread that no accurate estimate of its cost can be secured until the coming of Spring.

In the meantime, however, every effort is being made to prevent roads which have already been subjected to extreme stress from being further damaged by traffic which is too heavy under present conditions. While no roads have been closed to traffic, a number have been posted for certain limitations on the loads to be carried over them. With public co-operation, this policy will have the effect of arresting the disintegrating trend which the weather began.

One valuable lesson which may be drawn from the effects of winter on the roads is this: that no road, however well built, is indestructible. The best of concrete roads will become "fatigued," leaving tiny

cracks open to the onslaughts of ice, and bituminous surfaced roads are always subject to the seepage of water under their outer edges during extreme weather.

Like the foolproof automobile, the perfect road is a thing of the future. At their present stage, however, roads will render long and useful service, provided they are treated with proper care. Load limits are imposed for the purpose of indicating the points at which that care is most needed.

### EDITORIAL COMMENT

#### THE HIGH COST OF HIGHWAYS

It really costs money to build highways now. Figures released by the Public Roads Administration show that road building costs have gone up from 80 to 93 per cent above 1940 figures.

It is also announced that motor vehicle registration probably set an all-time high record in 1947, rising approximately 3.2 million above the 1946 total and 2.3 million above the previous peak set in 1941. Truck registration alone reached 6.5 million last year, an increase of 13 per cent above 1946 totals, and more than 33 per cent above the 1941 figure.

Thus while the highway authorities are grappling with the problems of high construction costs the need for new and improved highways is rapidly increasing. All these new cars and trucks are adding substantially to traffic congestion and road hazards and contributing much to the wear and tear pressure on existing routes, many of them badly war-worn and inadequate to the present travel demands placed upon them. Larger and heavier trucks and trailers add to this pressure and the need for new, wider, better highways and truck lanes.

Despite the high construction costs, much new road

construction, therefore, was pushed through last year and the program is still going forward at a steady pace in many areas of the country. The Public Works Administration states that approximately \$895,000,000 in awards were authorized by the states last year to meet the more vital needs for highway facilities and improvements, this total including contracts for Federal aid projects costing \$640,000,000.

Highway executives like to get 100 cents on the dollar when expending public funds for new roads or for highway improvements. But they also realize that some projects cannot wait indefinitely in the face of a steady and even rapid increase in highway traffic which has come about since the end of the war. Sometimes it is most economical in the long run to provide facilities for public service even at a high cost than to wait until a situation becomes intolerable. The wisest policy patently is that of doing the work which meets the most critical needs now and postponing the projects which can wait.—*Winston-Salem Journal & Sentinel.*

### N.C. Highway Officials Attend Safety Session

Durham.—Meeting for the first time in 1948, the Mid-State Safety Council, of which Highway Commission Safety Director James P. Dodge is chairman, held a dinner session here at the Armory at 7 p.m. on February 27.

Speakers of the evening were: H. E. Newberry, safety director of the Ecusta Paper Corporation of Brevard, and Tom Carrol, personnel director of the Wachovia Bank and Trust Company of Winston-Salem. Safety Council members present for the meeting were served a barbecue supper which was prepared under the sponsorship of local industries which hold membership in the council.

Among the officials present for the meeting were District Highway Engineer Jesse H. Proctor and Senior Right-of-Way Engineer Merle Adkins. Fourteen Piedmont counties are represented in the Safety Council.

### Today's Chuckles

The employer called his secretary: "Here, Miss Hunt," he said, "have a look at this letter, I can't make out whether it is from my tailor or my lawyer. They are both named Smith." The letter read: "I have begun your suit. Ready to be tried on Thursday. Signed Smith."

\* \* \*

Rich Octogenarian: "Will you marry me if I have my health rejuvenated?"

Gold Digger: "I'll marry you, all right, but leave your health the way it is."

\* \* \*

First Working Girl: "I've been on this job for five months, and the boss has never got fresh with me once."

Second Working Girl: "My Gosh! Why don't you quit?"

\* \* \*

A young doctor and a young dentist shared the services of a receptionist and both fell in love with her.

The dentist was called away on business so he sent for the receptionist and said: "I am going to be away for ten days. You will find a little present in your room."

She went in and found ten apples.

\* \* \*

He's the luckiest man in the world—he has a wife and a cigarette lighter and both of them work.

\* \* \*

A lady at a style show was attracted by an evening gown worn by a curvaceous model. "That would look nice at our party next Saturday," she hinted to her husband.

"Sure would. Why not invite her?"

\* \* \*

Gob—Down South we like our liquor hard and our women soft.

Pal—Up North we like our liquor straight and our women curved.

\* \* \*

A romantic pair were in the throes of silence as the car rolled smoothly along an enchanting woodland path, when the lady broke the spell:

"John, dear," she asked softly, "can you drive with one hand?"

"Yes, my sweet," he cooed in ecstasy of anticipation.

"Then," said the lovely one, "you'd better wipe your nose, it's running."

\* \* \*

Frequent water—drinking," said the doctor, "will prevent you from becoming stiff in the joints."

"But Doc, same of the joints don't serve water."



## Load Limits Imposed On Highways Injured By Winter Weather

Raleigh.—Temporary load limits, planned as a means of reducing possible damage to roads in the wake of the severe weather of early February, have been ordered placed on several hundred sections North Carolina highways by Chief Highway Engineer W. Vance Baise.

Roads posted with temporary load limits include both major highways and county roads. Major highways involved in the posted list include:

### Temporary Load Restrictions February 15, 1948

NC 8 from Lexington to jct. NC 49—8 tons. NC 11 from Oak City toward Bethel for 3.7 miles—6 tons. US 15-A from jct. US 70 north of Raleigh to Greenville County line—8 tons. NC 22 from Climax to jct. NC 49 at Grays Chapel—6 tons. NC 22 from Ramseur to Coleridge—8 tons. NC 39 from Bunn to Virginia line—8 tons. NC 39 from Selma to jct. US 264 east of Zebulon—8 tons. NC 42 from Wilson to jct. US 70 at Clayton—8 tons. NC 48 from Ringwood to Nash County line—6 tons.

NC 49 from jct. US 158 at Roxboro to jct. US 70 at Haw River—6 tons. NC 49 from Roxboro to Virgilina—8 tons. NC 49 from Asheboro to jct. 109—8 tons. NC 50 from Garner to Sampson County line—8 tons. NC 54 from Nelson to Alamance County line—6 tons. NC 55 from Seven Springs to Sampson County line—8 tons. NC 55 from jct. US 64 north of Apex to Fuquay-Varina—8 tons. NC 55 from jct. US 15-A east of Fuquay to Harnett County line—8 tons. NC 56 from Franklinton to Granville County line—8 tons. NC 56 from Louisburg to Nash County line—8 tons.

NC 58 through Nash County—8 tons. NC 59 through Franklin County—8 tons. NC 62 from jct. US 70 near Burlington to Randolph County line—6 tons. US 64 from jct. NC 55 north of Apex to Chat-ham County line—8 tons. NC 65 from Wentworth to Guilford County line—6 tons. NC 66 from jct. US 52 at Stnleyville to jct. US 421 west of Kernersville—6 tons. NC 68 from jct. US 311 at High Point to jct. US 220 north of Summerfield—6 tons. US 70-A from jct. US 1 at Cary to Durham County line—8 tons. NC 71 from Red Springs to jct. US 301—8 tons. NC 72 from jct. US 301 west of Lumberton toward Red Springs—8 tons.

NC 72 from jct. NC 710 south of Red Springs toward Lumberton—6 tons. NC 82 from Erwin toward

## PRICE TRENDS

(Continued from page one)

such as steel, oil and coal, are holding their own or rising to higher

levels.

Before a major recession can be expected, supply must meet the demand, and, according to the following information gathered from a

leading publication, there is no indication of either a price recession or a great improvement in deliveries for the next several months:

ITEM	STANDARD PRODUCTS	SPECIAL ORDER
Compressors	2 to 6 months	2 months
Pumps, Vacuum	2 weeks	2 months
Bearings, Steel Balls	1 to 3 months	3 to 6 months
Retainers	2 to 4 months	4 to 6 months
Balls, Non-Ferrous	1 to 3 months	3 to 6 months
Bearings, Roller	3 to 4 months	4 to 5 months
Belting White, Solid Woven Cotton	Stock to 2 weeks	1 to 3 months
Canvas Stitched	Stock to 4 weeks	1 to 2 months
Gaskets, Leather	2 weeks	4 weeks
Oil Seals	2 weeks	12 weeks
Felt Products	2 to 3 weeks	3 to 4 weeks
Hose, Flexible, Assemblies	Stock to 2 weeks	30 to 90 days
Fire Hose	Stock to 3 weeks	Stock to 3 weeks
Hand Hose	7 weeks	7 weeks
Molded Braided Hose	Stock to 3 weeks	Stock to 3 weeks
Wrapped Hose	Stock to 8 weeks	Stock to 8 weeks
Rubber Hose, All Types	Stock to 30 days	30 days
Lumber, Crating	30 to 120 days	-----
Box Lumber	30 to 90 days	-----
Hardwoods (Oak, Gum, Ash)	Scarce - 30 days to 5 months	-----
Yellow Pine	1 to 4 months	-----
Cypress	1 to 4 months	-----
Treated Lumber	1 to 3 months	2 to 4 months
Balata	Stock - 2 weeks	4 to 6 weeks
Brnoze Parts Extruded Bronzes	2 to 3 weeks	3 to 4 weeks
Light and Heavy Bronze Castings	2 to 3 weeks	3 to 5 weeks
Brushes Power Driven	1 to 3 weeks	4 to 8 weeks
Paint & Varnish Brushes	1 to 3 weeks	4 to 8 weeks
Chain Steel	1 to 12 months	1 to 6 months
Malleable Iron Chain	10 to 30 months	14 to 36 months
Machine Finished Roller	18 to 24 months	-----
Welded "	1 to 12 months	-----
Weldless "	3 to 12 months	-----
Electrical Cables, Wire	4 to 6 weeks	4 to 6 weeks
Cables, Insulated	5 to 6 months	5 to 6 months
Cables & Wire	4 to 6 weeks	4 to 6 weeks
Bare Copper Wire	3 to 4 weeks	3 to 4 weeks
Weatherproof Wire	3 to 4 weeks	3 to 4 weeks
Wiring Devices	3 months	6 to 8 months
Conduits, Flexible	1 to 5 months	1½ to 6 months
Raceway-Fittings	60 days	90 days
Motors		
Integral HP Motors, 1 to 5 HP	30 days	30 days
Open Gen. Purpose Induction Motors (1-200hp)	Stock to 3 months	7 to 10 months
Fan-Cooled Gen. Purpose Induction (1-25hp)	Stock to 3 months	6 to 8 months
Open Gen. Purpose d-c Motors and Generators	Stock to 3 months	6 to 8 months
Fan-Cooled or Encl. Non-Vent. d-c Motors		
Bolts, Large	1 to 6 months	2 months
Bolts, Stove	6 to 8 months	-----
Nuts, Bolt Sizes	Stock to 12 months	3 months

Godwin for 2 miles—5 tons. NC 86 from Carrboro to jct. US 158 east of Yanceyville—6 tons. NC 87 from Pittsboro to concrete pavement south of Graham—6 tons. NC 87 from Reidsville west to concrete pavement—6 tons. NC 87 from Reidsville to Altamahaw—6 tons. NC 95 from Rocky Mount to Wake County line—8 tons. NC 96 from Virgilina to jct. 158 at Oxford—8 tons. NC 98 from Youngsville to Nash County line—8 tons. NC 126 from jct. NC 181 near Morganton, 4 miles toward Lake James—5 tons.

NC 130 from Maxton to Rowland—8 tons. NC 130 from Fairmont

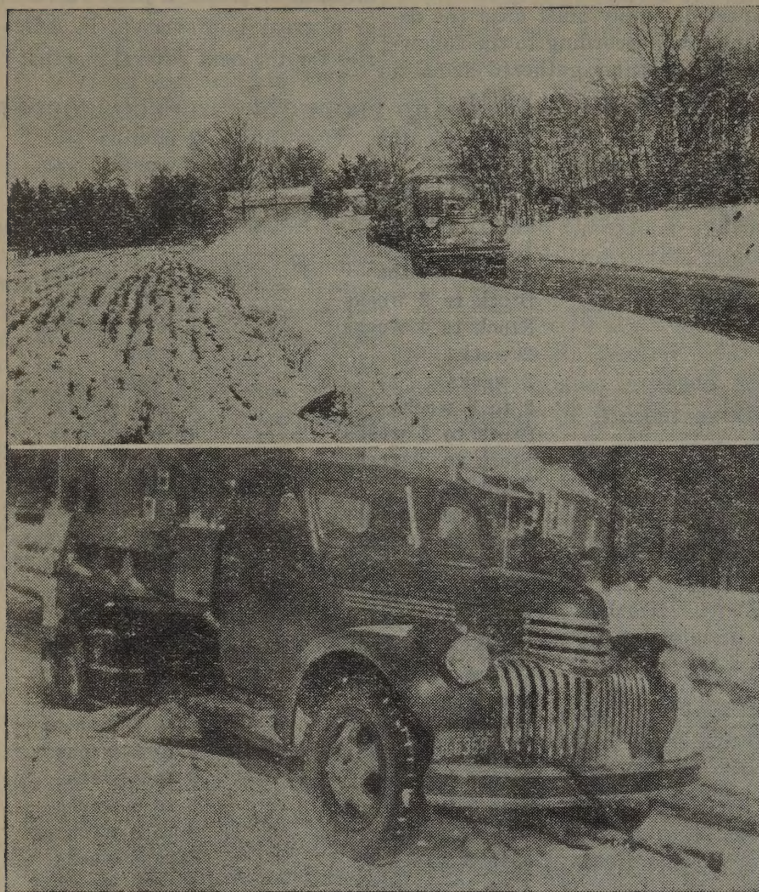
to jct. US 74 at Boardman—8 tons. NC 150 from Thompsonville to Locust Hill—6 tons. NC 150 from jct. US 64 west of Lexington to jct. US 29 east of Salisbury—8 tons. NC 151 from Monroe to jct. NC 27—8 tons. NC 151 from jct. US 74 east of Monroe to S. C. line—8 tons. US 158 from jct. NC 86 near Yanceyville to Forsyth County line—8 tons. US 158 from Roxboro to Oxford—8 tons. NC 210 from jct. US 70 at Smithfield to Harnett County line—8 tons. NC 211 from Red Springs to Lumberton—8 tons.

NC 222 from Kenly to Pitt County line—8 tons. NC 264 from Zebulon to Durham County line—8 tons.

NC 481 from Tillery to jct. NC 125—6 tons. NC 481 from Enfield west 3.5 miles—6 tons. NC 561 from Louisburg to Nash County line—8 tons. NC 581 from Spring Hope to Mapleville—8 tons. NC 610 from jct. US 311 south of High Point to jct. NC 62—6 tons. NC 700 from Draper to jct. US 29 at Pelham—6 tons. US 701 from jct. US 301 south of Smithfield to Sampson County line—8 tons. NC 705 from Robbins to jct. US 220 near Seagrove—8 tons. NC 705 from jct. NC 211 at Eagle Springs to jct. NC 27 south of Robbins—6 tons. NC 710 from Red Springs to jct. US 74—8 tons.



## SIXTH REMOVES SNOW



In the Sixth Division, as in most of the other highway divisions of the State, the snows of early February found road crews lacking in proper equipment for removal work. The pictures above, sent in by Sixth Division Reporter Ed Darden, show how the problem was licked by chaining a plow under an ordinary one-and-a-half ton truck. The plow is so constructed that it extends beyond the right side of the truck allowing the vehicle to operate with only one wheel in the deep snow while the other is on cleared pavement.

## WEATHER

(Continued from page one)

quency rate for accidents was 6.3, as compared with a rate of 4.5 for December. Icy roads were cited as the chief cause of the increase in equipment accidents, and were a contributing factor in other accidents.

"The most serious injury reported," Dodge states, "was that of a rupture caused by lifting a radia-

tor. This workman in the Fourth Division lost 56 days." Other serious injuries, he noted, included a broken leg and a broken foot. Several severe burns and bruises were sustained.

Of all highway divisions, the First was the only one to report no equipment accidents for January. In regard to the over-all record, the Sixth Division held first place.

## JANUARY ACCIDENT RECORD

UNIT	ACCIDENTS TOTAL	INJURIES LOST TIME	RATE FREQUENCY
Sixth Division	11	0	0.0
Third Division	7	0	0.0
Seventh Division	5	0	0.0
Ninth Division	18	0	0.0
Fifth Division	9	0	0.0
First Division	6	1	5.9
Second Division	13	1	6.5
Eighth Division	5	1	6.7
Bridge Mts. Dept.	10	1	8.4
Fourth Division	17	3	22.8
Tenth Division	19	4	23.8
Eleventh Division	3	0	0.0
ALL UNITS	123	11	6.3

## February 24 Letting Attracts Low Bids

### Totaling \$2,317,552.75 On 12 Projects

Raleigh.—At a letting held February 24, low bids totaling \$2,317,552.75 were received by the State Highway and Public Works Commission on 12 road projects involving 65.1 miles of roadway in 11 counties.

Sixty-eight bids, showing a decrease from the January letting total of 93 bids, were submitted by contractors competing for the 12 road jobs, of which 11 were Federal-aid and one was State Betterment.

Commenting on the results of the letting, Chairman A. H. Graham noted that there had been a substantial increase in the cost of concrete paving work during recent months. There was less competition among bidders at the letting, both Graham and Chief Engineer W. Vance Baise agreed, than there has been for some time. The number of bids submitted on individual projects ranged from three to 11.

Projects included in the letting, and low bidders, were:

## Federal-aid

Pitt-Beaufort—Bituminous surfacing of 11.06 miles on N.C. 33 between Pactolus and Washington, Brown Paving Company, Charlotte, \$174,305.00.

Hertford — Structures for bridge over Meherrin River on relocation of U.S. 258 between Murfreesboro and Virginia State line, E. W. Grannis Company, Fayetteville, \$290,881.00.

Cumberland — Grading, bituminous surfacing and structures of 1.02 miles on N.C. 87 from a point ten miles north of Fayetteville northwest to a point near lower Little River bridge, E. W. Grannis Company, Fayetteville, roadway, \$38,531.00; E. W. Grannis Company, structures, \$29,650.00.

Onslow—Bituminous surfacing of 9.15 miles on N.C. 53 from Pender County line to a point 3.4 miles west of U.S. 258, Nello L. Teer Company, Durham, \$149,534.20.

Pender—Bituminous surfacing of 14.29 miles on N. C. 53 from a point approximately four miles east of Burgaw to Onslow County line, Nello L. Teer Company, \$232,256.20.

Durham—Grading and concrete pavement of 4.26 miles on U.S. 501 from a point approximately six miles north of Durham toward Roxboro, J. P. McGuire Construction Company, Durham, \$156,652.00.

Orange-Durham—Grading and concrete pavement of 3.26 miles on U.S. 70 from a point approximately 4.5 miles east of Hillsboro toward Durham, Nello L. Teer Company, \$248,285.50.

Person—Grading, concrete pavement and structures of 3.93 miles from a point on U.S. 501 in Roxboro south of intersection with N.C. 57 north to intersection with N.C. 49, and from north city limits of Roxboro north approximately 1.73 miles toward Longhurst, William F. Bowe & Company, Augusta, Ga., \$816,141.45.

Davidson—Bituminous surfacing and concrete pavement of 7.60 miles on U.S. 70 and 29 from Hempstead Street in Lexington toward Thomasville, Ballenger Paving Company, Greenville, S. C., \$412,094.55.

Davidson—Grading, bituminous surfacing and structures of 5.80 miles from a point

on county road approximately 900 feet west of Guilford County line north west to N.C. 109, D. W. Winkelman Company, Inc., Greensboro, roadway, \$119,445.27; D. W. Winkelman Company, Inc., structures, \$51,280.00.

Mecklenburg—Grading, bituminous surfacing and structures of 5.80 miles from a point on county road approximately 900 feet west of Guilford County line northwest to N.C. 109, D. W. Winkelman Company, Inc., Greensboro, roadway, \$119,445.27; D. W. Winkelman Company, Inc., structures, \$51,280.00.

Mecklenburg—Grading and bituminous surfacing of 4.49 miles from a point at U.S. 21 approximately four miles southwest of Huntersville northeast to Cabarrus county line, Barringer Bros., Rickfield, \$84,471.68.

## State Betterment

Mecklenburg—Structures for bridge and culvert on Briar Creek road between U.S. 74 and N.C. 27 near east city limits of Charlotte, W. F. Brinkley, Granite Quarry, \$14,024.90.

## PLAIN HIGHWAY

(Continued from page one)

Hampton of the Locating Department, who is in charge of distributing the maps. Delivery of the colored tourist maps is expected by May 1. Both types of maps are for free distribution.

Prior to the issuance of the 1948 highway maps, postwar North Carolina maps had been printed from plates engraved some time before the end of World War II, but the most recent edition is a completely new and revised one.

Included on the new maps are all changes in routes, changes in mileage, and changes in types of surfacing. The tourist-guide maps will include a series of North Carolina scenes in color, and the various types of roads will also be designated through the use of color. The total order of maps for this year—125,000—is expected to take care of the demand but, should the supply be exhausted, provision has been made for reordering an additional quantity.

## FEDERAL-AID

(Continued from page one)

stated that roads were again in reasonably good condition. "I think the highway forces did a magnificent job," he said in praising the snow removal work of the road crews.

Three dates were set by the Commission: March 8 for a hearing in Asheville concerning the location of approaches to the West Asheville Bridge; March 30 for the next letting; and April 1 for the next Commission meeting. Commissioners T. Max Watson and Raymond Smith were not present at the February 26 session.